

# State Chronicle

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JOSEPHUS DANIELS, - Editor.

D. H. BROWDER, - Bus. Manager.

HAL. W. AYER - Asso. Editor.

SUNDAY, APRIL 20, 1890.

Equal and Exact Justice to all Men,  
of whatever State or Persuasion, Re-  
ligious or Political.—Thomas Jefferson.

## RAILROADS AND TAXATION.

The CHRONICLE has contended for years that the railroads of the State ought to be compelled to pay taxes as well as the poorest and humblest citizen. It is and has been our belief that the claimed exemptions from taxation by certain railroads would not stand the test of a determined attempt to make them pay their share of the burdens of taxation. It does not stand to reason that corporations, which are making more money than any individuals or other corporations in the State, should forever be exempted from taxation. To say this and to forever act upon it, is to surrender to the right of the rich corporations to enjoy every protection and every privilege of law, and to make the poor people of the State pay all the expense. Too long have we allowed this to go on in North Carolina under a supposition that there is no way of getting around the claimed immunity which the W. & W. and the R. & G. railroads enjoy.

In the last Legislature SENATOR AYCOCK, of Wayne, introduced a resolution in the Senate providing for an investigation of the business of the roads with the view of compelling them to pay tax. Some members said it would be a useless expense, but SENATOR AYCOCK pressed its passage in the Senate, and in the House it was passed with some amendment, offered, we believe, by Mr. CARTER, of Buncombe. And since Tuesday, the committee has been in session in Raleigh making the investigation required by the resolution.

The CHRONICLE has also contended that the State ought to have a Railroad Commission whose duty it would be to enforce the laws enacted, and to prevent unjust discriminations. We shall never cease our advocacy of the Commission until a Legislature is elected which will obey the will of the people and pass it.

Because of our position on these two questions, some of our friends, who are at the head of the railroads of the State, have supposed that the CHRONICLE is an anti-railroad paper. There could be no greater mistake or greater misrepresentation of our position. The CHRONICLE is the strongest railroad paper in the State. It has been so since its establishment. No road has been projected or built whose prosperity we have not sought to promote. We shall always lend whatever of influence we may have to secure the building and equipment of roads in the State until every county is honey-combed with them. But while the CHRONICLE is a railroad paper in the sense that it wants them to be built and prosper, we are not willing that they should be greater than the State. Some one has said that it is a question now: "Shall the people control the railroads or allow the railroads to control the people?" Upon such an issue, we always believe that the people constitute the highest court, and their will ought to be law.

In the present investigation of certain railroads by the Legislative Committee, the CHRONICLE desires to say this: Whatever of criticism may be made of any railroad, there is no intention upon the part of the committee or of the people or the press to make their complaints personal. The gentlemen who are at the head of the several railroad systems in the State are gentlemen of character and integrity. They are native North Carolinians, and in common with all true sons of the State, they are anxious to promote its industrial and material prosperity. They have in an hundred ways been of signal service to the State, and are justly held in high esteem. As officers of great corporations, it is their duty to enforce the determinations of the directors of the railroads, most of whom do not reside in the State. It is a great advantage to North Carolina, and one that ought never to be lost sight of, that such patriotic, native-born citizens of the State as COL. A. B. ANDREWS, MAJ. JNO. C. WINDER, COL. JULIUS A. GRAY, and WARREN F. ELLIOTT, Esq., are at the head of the four great rail-road systems of the State. Their influence is always exerted in behalf of better facilities for North Carolina, and their personal influence has brought more money and men to North Carolina than is known or can be estimated. The CHRONICLE rejoices daily that the personnel of the railroad management of the State is so deserving of the esteem of the people of the State, and it believes that all the people hold their patriotic acts in grateful appreciation. It would be mani-

festly unjust to hold these gentlemen personally responsible for all the failures of the railroads to meet the wishes of the people. They have great influence, which is exerted in the interest of the State in many ways, but they are in many things simply the executive officers of great and powerful corporations, whose lines pass through several States. It is to the advantage of North Carolina that these men should have great influence, and the CHRONICLE wishes that they had more. It wishes they were the sole owners, as well as managers of the roads. We believe that they have no higher interest than to advance their native State, and that they go as far towards making the relations between the people and the railroads amicable and pleasant as it is possible for them to do.

We have long believed that railroad magnates made a great mistake in their opposition to a just and fair supervision on the part of the State. Their violent opposition creates distrust in the minds of the people and makes unpleasant friction. If now, the owners of the railroads in North Carolina would say to the next Legislature: "We will not again fight a Railroad Commission. We are entirely willing to submit our rates to the wisdom and the fairness of patriotic North Carolinians, and give the commission a trial"—if they would do this they would win and deserve the good-will and kindly feeling of every citizen in the State, would not prevent the erection of a single mile of railroad, or confiscate any property. Let them try it! The late CHIEF JUSTICE SMITH, in a railroad decision, said, and it is in point:

"Favored in their early struggles by the kindly hand of State legislation, it would be reasonable to expect, after success has crowned their efforts, and their resources have expanded and become large, corporations would be willing to contribute to the common burden resting so heavily upon the taxable property of the State, and to this end yield at least some of their special privileges."

## THE PEOPLE WILL APPLAUD.

It is generally understood that the Wilmington & Weldon Rail Road has signified its willingness to the Rail Road Investigating Committee to give up the exemption from taxation which it has long enjoyed, and hereafter to list its property under the State law for taxation. The details of the proposition which Mr. WARREN G. ELLIOTT, President of the road, and the agreement made between the road, the Attorney General and the Committee have not yet been made public. Enough is known however, to warrant the statement that the road will pay tax in the future, that it voluntarily agreed to do this, and that no effort will be made to collect any arrearages of taxes from them.

The CHRONICLE takes great pleasure in publishing this announcement. For years the people have been irritated because this wealthy corporation paid no taxes to the State. Several efforts have been made to compel them to pay, but the courts have always held that they were legally exempt. Most of the lawyers in the State have contended that to agitate the tax question, so far as the W. & W. R. R. was concerned, was a waste of time. A prominent member of the last State Senate—a lawyer—declared that there was no way to get them to "pay tax. But the committee—or rather those who favor making railroads pay taxes, as well as other folks and corporations—believed that they could get, at least, some tax from this and the other non-paying corporations.

If Mr. ELLIOTT and his company will come forward and do the liberal thing without the trouble of an investigation or suit, they will deserve and receive the thanks of the people of the State. The people will applaud such a spirit of willingness to bear a share of the burdens of government, and will be ready to give any fair extension of charter or other privileges the road may ask in the future. The legislation of North Carolina has been liberal to the W. & W. R. R. and others in the State, beyond comparison. It is time that there was a reciprocity of generosity.

The example of the Wilmington & Weldon R. R. ought to have a good effect upon the Raleigh & Gaston road which has not, from our standpoint, so strong a case as the Wilmington & Weldon. Certainly if the W. & W. R. R. ought to pay, there is no reason under the sun why the R. & G. should not. The late CHIEF JUSTICE SMITH in *Worth vs. R. & G. R. Co.*, said: "The provisions for exemption in the charters of each (the W. & W. and R. & G. companies) are essentially similar." Let them come forward now and make the committee a liberal proposition, and seek to do what is right and proper, instead of evading their share of the burden of taxation.

## THE MONEY QUESTION.

The increased burden of debt, the increase of traffic (thus requiring a larger volume of the circulating medium,) and the demoralization of silver, have all contributed to increase the value of gold beyond its equitable value as a measure for values of commodities. The era of golden debt, like the era of gold, has had its culmination, and the causes at work are now preparing the way for some new era in financial affairs which will, in all probability, be as unique as either of the two which have preceded it.—Fancett.

## WHAT DID THE LEGISLATURE MEAN?

It has often been a question whether the Legislature really meant to exempt the W. & W. R. R. from taxation, or whether the exemption they have long enjoyed arose out of a mistake in punctuation. The clause under which exemption is claimed is section 19 of the act of incorporation of the company. In the acts of the General Assembly as printed in 1881, Section 19 is as follows:

BE IT FURTHER ENACTED, That it shall and may be lawful for the said president and directors to determine from time to time what instalments shall be paid on the stock subscribed; to purchase with the funds of the company, and place on the said railroad constructed by them, all machines, wagons, vehicles, carriages and teams of any description whatsoever, which may be deemed necessary and proper for the purpose of transportation; all the property purchased by the said President and Directors, and that which may be given to the company, and works constructed under the authority of this act, and all profits accruing on the said works, and the said property shall be vested in the respective shareholders of the company, and their successors and assigns forever, in proportion to their respective shares; and the shares shall be deemed personal property and the property of said company; and the shares therein SHALL BE EXEMPT FROM ANY PUBLIC CHARGE OR TAX WHATSOEVER.

Observe that if the above statute, as ORIGINALLY PRINTED IN THE LAWS OF THAT SESSION, is correctly punctuated, all property of the road is liable to taxation, and only the shares of stock in the company are exempt. However, upon reference to the statute in the ORIGINAL MANUSCRIPT as enrolled and ratified, which is now on file in the office of the Secretary of State, the punctuation is different, and is as follows:

... and the shares shall be deemed personal property, and the shares therein shall be exempt from any public charge or tax whatsoever.

The difference is, that in the ORIGINAL PRINT of the act the semi-colon is after "company," whereas in the ORIGINAL MANUSCRIPT there is a comma after the word "company."

Valuing the property at \$3,500,000 above encumbrances, the State tax at 28 cents on the \$100, would be \$10,300 per year, and for the half century they have been in operation it would amount to the handsome State tax of over \$500,000.

This ought to be a lasting lesson upon punctuation.

## A CORPORATION SOLE.

The editor of the CHRONICLE, in view of the immunity heretofore enjoyed by certain corporations, had made up his mind to ask the Legislature to erect him into a corporation. But the fact that the Legislative Committee is determined to make these corporations march up and pay taxes, has deterred him in this intention. After the war, when everything was becoming incorporated, the celebrated BOB TOOMBS said that he believed he would apply to the Legislature to erect him into a corporation. But, if he lived in North Carolina in 1890, this legislative committee would investigate him and, if possible, make him pay tax, whether he was incorporated or not. They are no respecters of persons or of corporations.

NEXT Tuesday will be Farmer's Day in the U. S. Senate. COL. L. L. POLK will address the Agricultural Committee of the Senate on the Sub-Treasury Bill.

## Magnolia Grandiflora.

For the next thirty days I will sell Magnolia trees three to six feet high for one dollar each. From seed bed, 3 to 6 inches, five dollars per 100. Cash with order.

A. B. FORREST,  
Apt-1m 517 Polk St., Raleigh, N. C.

## SUMNER & WATTS,

## Tonsorial Artists,

Have opened a first-class Shaving and Hair Dressing Salon at Frapp's old stand, Fayetteville street, Raleigh, N. C.

SATISFACTION GUARANTEED.  
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SOLICIT THE PATRONAGE OF THE LADIES

In Dress-making and Plain Sewing at my Residence, 120 Halifax Street, Raleigh, N. C.

Respectfully,  
4-1-eod-1m MRS. IDA MORRIS.

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## MILLINERY

HIGH NOVELTIES IN TRIMMED AND UNTRIMMED GOODS.

A full line of Children's Hats at all Prices.

Novelties in Ribbons, Flowers, Feathers and all Millinery Materials.

Orders from a distance will receive prompt attention.

Prices reasonable and satisfaction guaranteed at  
MISS MAGGIE REESE'S,  
209 Fayetteville St.

## W. H. & R. S. TUCKER & CO.,

— OUR —

## Dress Goods.

We have got the largest, the most practical and stylish lot of fabrics in Spring Dress Goods in the State. All of our stuffs are correct, the shades are true and the prices are as low as any house in the country can name. IN PLAIN STUFFS, we offer the most unusual values.

## Broad Cloths,

54 inches wide \$1.50  
46 inches wide \$1.00

## Henriettas,

46 inches wide 90c.  
42 inches wide 75c.  
40 inches wide 50c.

## MOHAIRS,

40 inches wide 40c.  
40 inches wide 50c.  
42 inches wide 75c.  
44 inches wide 75c.  
44 inches wide 90c.  
44 inches wide \$1.10.

All of the above are shown in the new and correct shades for the present season, as well as in all the standard colors.

## DRESS TRIMMINGS.

Everything that fashionable taste can desire will be found in this department. The assortment is very varied—not too much of a kind, and the more valued in consequence.

W. H. & R. S. TUCKER & CO.

## NEW FOUNDRY. NEW MACHINE SHOP.

Having equipped our shop with new and improved tools, we are prepared to do all kinds of machine work in a first-class and workman-like manner, and as cheap as first-class work can be done anywhere. Overhauling and repairing engines a specialty.

## Messrs. WOOD & PARK,

Being first-class practical men themselves is a sufficient guarantee.

## GIVE THEM A TRIAL.

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## J. P. GUTHRIE,

## Real Estate Agent,

Siler City, Chatham Co., N. C.

Correspondence solicited from all sections of the county. Valuable farm and town lands bought and sold. Persons desiring to locate in this section or purchase lands will do well to communicate with me. mch17-d&w-1m

## McKIMMON, MOSELEY & MCGEE,

THOROUGHLY RELIABLE

## Black Dress Goods.

Anyone who has visited this DEPARTMENT will testify that we are showing a larger and really more select stock of

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than can be found elsewhere, and at more attractive prices. Plain and fancy weaves, medium and fine.

B. PRIESTLEY'S BLACK SILK WARP CHARRETTAS, BLACK CHALLIS (silk and wool), BLACK ESTRELEITE (wool and alpaca).

The celebrated ECROYD'S Black Silk Warp Henriettas and Veilings, Black Hemstitched NEN'S VELVETS FOR DRESSES.

## Black Silks. Black Silks.

To Black Silks we devote special attention, rejecting such manufactures as we cannot fully recommend.

Black Crepe de Chines. Black Henriettas and Grenadines.

Samuel Courtland & Co.'s Black Crapes.

Elegant assortment of BLACK LACE FLOUNCES AND NETS.  
Samples sent on application.

McKIMMON, MOSELEY & MCGEE,  
129 and 131 Fayetteville St., Raleigh, N. C.

## SEALED PROPOSALS.

RALEIGH, N. C., April 16, 1890.  
Sealed Proposals will be received until 4 p. m. of April 20th next, for the erection of a 2-story brick, metal roof building, on the grounds of the N. C. College of Agriculture and Mechanical Arts.

The general dimensions of said building will be 44x33, with addition 37x35. Bids will be received for entire building, or for each separate part, as brick and stone work, hardware and iron work, and painting and glazing. Each bid to include all necessary labor and material. The Board of Trustees of the said College reserve the right to reject any or all bids.

Detail plans and specifications can be seen at the office of the undersigned, also with N. B. Broughton, Esq., Auditor of said Board.

W. S. PRIMROSE,  
Chm'n Ex. Com.

april7-till april30

## BEEF, LAMB

—AND—

## MUTTON

I received to-day from the BLUE

GRASS section, in Kentucky, nine of the finest Beeves usually brought to this

market. The average weight of each is

fourteen hundred pounds. I also have

choice Virginia Lambs and Mutton

which will be served every day, com-

mencing with to-day, and I will as here-

fore deliver to my customers on Sun-

day morning from my Refrigerator their

purchases of Saturday.

J. SCHWARTZ,  
122 Fayetteville St.,  
Raleigh, N. C.

# D. S. WAITT'S CLOTHING HOUSE!

I have been in the clothing business seventeen years.

I know more about clothing this year than I knew last year.

The experience of each year gives increased knowledge of what is demanded of a gentleman's clothing and furnishing house.

I am ready for the Spring trade. I know that men like to buy handsome suits for little money.

I have taken pains to collect a stock of goods in which I can make this feature prominent.

The stock includes any and everything for a gentleman's complete outfit.

I make a specialty of

## Making Suits to Order.

The workmanship is of the best and the make-up the neatest and most stylish that the originators of fashion can conceive. I invite inspection, correspondence, &c.

D. S. WAITT,  
Clothier. Clothier. Clothier.

213 Fayetteville St., RALEIGH, N. C.

<p>Ice Cold Soda and Mineral Waters.</p> <p>J. HAL BOBBITT'S DRUGSTORE.</p> <p>I have recently increased my stock, and am now prepared to supply anything in the Drug Line—for the various ailments to which humanity is subject. I have had my store nicely papered, with other attractive features added, and can assure the Public that my equipment is complete.</p> <p>DRUGS, CHEMICALS, PERFUMERY, TOILET ARTICLES, SUNDRIES AND SEEDS.</p> <p>PHYSICIANS' PRESCRIPTIONS FILLED AT ALL HOURS, DAY OR NIGHT.</p> <p>ATTENTION TO BUSINESS, AND LOWEST PRICES GUARANTEED.</p> <p>J. HAL BOBBITT'S DRUGSTORE.</p> <p>Prescriptions Accurately Compounded.</p>	<p>Fine Cigars Cigarettes and Tobacco.</p> <p>J. HAL BOBBITT'S DRUGSTORE.</p>
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## WOOLLCOTT & SON,

14 E. MARTIN STREET.

## IN OUR MILLINERY DEPARTMENT

You will find all the latest shapes in

## Ladies' and Misses' Hats.

Wreaths from 20c. to \$2.00.

Ribbons, all styles and widths.

Crepes and Nets in all shades.

In fact we have everything that you will find in any first-class Millinery Store. Our Milliner is the most tasteful and expert and our prices are always the lowest to be found in the city.

## HATS RESHAPED ON SHORT NOTICE.

A lot of White Flouncing at 15c. a yard.

Our stock of Men's and Boys' Straw Hats has arrived.

WOOLLCOTT & SON,  
14 E. Martin St., RALEIGH, N. C.

## ICE! ICE!

We are sales agents for Ice from the Raleigh Ice Factory and are now ready to fill orders at wholesale and retail, from five lbs. to one hundred tons of best quality and at low rates.

JONES & POWELL.

## Livery, Boarding and Sale Stables.

We have purchased the livery and sale stables owned by G. W. WYNE, and enlarged the outfit with some fine Horses, Buggies, &c. which are for hire to responsible and careful people at reasonable rates.

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As we buy feed in large lots from first hands at lowest cash prices, we are prepared to board stock on the best the country affords at rock bottom prices, and guarantee good attention.

## SALES.

Those wishing to purchase horses are solicited to call on Mr. Helder, our Superintendent, at Wyne's old stand.

TELEPHONES.—Stables No. 95, Store No. 41, Wood, Coal and Lumber Yard No. 71.

## JONES & POWELL.

## THE VICTOR TYPE-WRITER

Has eighty characters. Excels in quality of work. Very simple, easy to learn.

The best Type-writer for the money.

Price \$15.00 Only.

Sample of actual work sent on application.

WILLIAM EASDALE, Dealer,  
Raleigh, N. C.

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I have a nice, new line of

Canned Fruits and Vegetables, Potted

Meats, Pickles and Jellies.

—FRESH LOT—

Sugar-cured Hams, Shoulders and Strips.

N. C. cured Hams and Bacon.

Best brands of Flour and Meal, Sugars,

Coffees and Teas.

Best grades of Syrup and New Crop Molasses

always on hand.

Best Golden and fresh country Butter,

Sweet and Irish Potatoes.

For anything in the Grocery or Produce

line, give me a call and I will please you

both in quality and price. Prompt delivery.

A. E. JORDAN.

## K. R. C.

## KING'S ROYAL GERMETEUR.

If you are troubled with any disease or a complication of diseases, don't despair of being cured, until you have given "Royal GermetEUR" a trial. It is pleasing to find that using it and curing a great many. Many of those that have been using this remedy for 30 days are reporting that they are cured or relieved of their trouble. To-day we received a certificate from a party in Raleigh saying that their baby had been cured of Bronchitis and Indigestion with K. R. C. It is harmless and will cure you. Give it a trial.

A. E. JORDAN, Ag't,

Prompt Delivery. Next to Citizen's Bank

## PRY TY FURNITURE